



CITY OF NEWPORT BEACH ENVIRONMENTAL QUALITY AFFAIRS COMMITTEE

AGENDA

DATE/TIME: Monday, July 18, 2005-7:00 p.m.

**LOCATION: Police Department Auditorium
870 Santa Barbara Drive**

Roll Call

1. Minutes of May 16, 2005 (*draft minutes attached*)
2. Presentation of Land Use Alternatives Developed by General Plan Advisory Committee, with focus on the following areas: Airport Area, Banning Ranch, Newport Center/Fashion Island and Mariner's Mile (attached)
3. Report from EQAC Representative to GPUC
4. Report from EQAC Members on GPAC
5. Economic Development Committee (EDC) Representative's Report
6. Council Member Reports
7. Report from Staff on Current Projects
8. Public Comments
9. Future Agenda Items
10. Adjournment

NEXT MEETING DATE: August 15, 2005

*Attachments can be found on the City's website <http://www.city.newport-beach.ca.us>. Once there, click on **City Council**, then scroll to and click on **Agendas and Minutes** then scroll to and click on **Environmental Quality Affairs**. If attachment is not on the web page, it is also available in the City of Newport Beach Planning Department, 3300 Newport Boulevard, Building C, 2nd Floor.



CITY OF NEWPORT BEACH ENVIRONMENTAL QUALITY ACTION COMMITTEE

DRAFT MINUTES 5-16-05

Draft minutes of the Environmental Quality Action Committee held at the City of Newport Beach Police Department Auditorium, 870 Santa Barbara Drive, on **Monday, May 16, 2005.**

Members Present:

<input checked="" type="checkbox"/>	Steve Rosansky, Council Member	<input checked="" type="checkbox"/>	Walter Lazicki
<input type="checkbox"/>	Richard Nichols, Council Member	<input checked="" type="checkbox"/>	Sandra Haskell
<input checked="" type="checkbox"/>	Cris Trapp, Chairperson	<input checked="" type="checkbox"/>	Barry Allen
<input checked="" type="checkbox"/>	Dolores Otting, Vice Chair	<input type="checkbox"/>	Kristine Adams
<input type="checkbox"/>	Phillip Lugar – Excused	<input checked="" type="checkbox"/>	Marianne Zippi
<input checked="" type="checkbox"/>	Jeannette Thomas	<input type="checkbox"/>	Tom Hyans – Sick Leave
<input checked="" type="checkbox"/>	Matt Wiley	<input type="checkbox"/>	Jack Wu - Excused
<input type="checkbox"/>	Christopher Welsh - Excused	<input type="checkbox"/>	Jennifer Winn
<input checked="" type="checkbox"/>	Mike Browning	<input checked="" type="checkbox"/>	Ray Halowski
<input checked="" type="checkbox"/>	Brent Cooper	<input type="checkbox"/>	Carol Hoffman - Excused
<input type="checkbox"/>	Laura Dietz	<input checked="" type="checkbox"/>	Barbara Thibault
<input checked="" type="checkbox"/>	Kenneth Drellishak	<input checked="" type="checkbox"/>	Merritt Van Sant

Staff Representatives:

<input type="checkbox"/>	Sharon Wood, Assistant City Manager
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Guests Present:

Two Students from Corona del Mar High School
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Chairperson Trapp called the meeting to order at 7:03 pm

1. Minutes of March 21, 2005

Motion: Ray Halowski to approve minutes as amended

- Delete "Ray" and replace with "Sandra" – Election of Vice Chair
- Add "comments before NOP – Subcommittee Report on the South Coast Shipyard NOP

Seconded: Walter Lazicki

Motion passes unanimously

2. Subcommittee Report on Hoag NOP

After a brief presentation by staff to clarify the project description, subcommittee members collectively reported comments, led by Ray Halowski.

Motion: Ray Halowski to approve NOP as amended

Seconded: Sandra Haskell

Motion passes unanimously

3. Report from Membership Subcommittee - No report
4. Report from EQAC Representative to GPUC
 - Chairperson Trapp reported on the Fiscal Impact Assessment on various Land Use Alternatives, indicating her belief that GPUC would go on hiatus given the recent change in the General Plan Update schedule.
 - Council Member Rosansky reported on a June 25 community forum on Land Use Alternatives related to the General Plan Update to be held at Oasis Senior Center.
5. Report from EQAC Members on GPAC – no report
6. Economic Development Committee (EDC) Representative's Report
7. Council Member Reports

Council Member Rosansky reported on the following:

 - Presentation, given by OCTA, regarding the potential of the Measure M sales tax program that may appear on the November 2006 ballot
 - City Hall replacement proceedings
8. Report from staff on current projects
 - Lexus Approved by the City Council
 - Our Lady Queen of Angels has filed a use permit application for an expansion of the school and church
 - St. Andrews will be heard by the Planning Commission on May 19, 2005
9. Public Comment – None
10. Future Agenda Items – None
11. Adjournment

Meeting was adjourned at 8:21 p.m.

CITY OF NEWPORT BEACH GENERAL PLAN UPDATE

Land Use Alternatives Summary

June 25, 2005



**In association with
Urban Crossroads
Applied Development Economics**

AIRPORT AREA

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Permits small increases of office (6.6%, or 3–8 buildings), retail commercial (equivalent to 3 grocery stores), and industrial (less than 1 building)	9,692	10,168	(\$6,646)	
AA 1	<u>Vision</u> A high density business center that provides jobs for residents of Newport Beach and surrounding communities, contains a diversity of supporting retail uses within easy walking distance, and maximizes the economic viability of all parcels <u>Strategy</u> ■ Provides for the reuse of underperforming properties, particularly those in the Campus Tract area abutting John Wayne Airport, and more efficient use of some office properties by consolidating surface parking in structures and using remaining property for expanded office and retail uses (24% and 8% increases respectively)	11,380	11,841	\$3,291,377	
AA 2	<u>Vision</u> A high density mixed-use center that provides jobs, housing, and supporting services in close proximity, with pedestrian-oriented amenities that facilitate walking <u>Strategies</u> ■ Provides for the reuse of underperforming industrial and office properties with small increases of development (8% office and 28% retail) ■ Accommodates approximately 2,400 housing units as reuse and infill on surface parking lots of office and industrial properties ■ Requires the assembly of sufficient acreage and design criteria to assure the development of a cohesive neighborhood with supporting amenities and services.	11,416	11,795	\$2,809,528	

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
AA 3	<p><u>Vision</u> A mixed-use center that incorporates high density housing with office and business uses, facilitating residents to live close to their jobs and reduce traffic</p> <p><u>Strategies</u></p> <ul style="list-style-type: none"> ■ Eliminates industrial uses and replaces these with housing units (<i>total of 6,600 units</i>) while accommodating a small increase of office uses (<i>1.4% above existing</i>) ■ Similar to AA2, this alternative would involve the assembly of sufficient parcels and design criteria to establish a cohesive neighborhood with amenities and services 	13,181	13,556	\$3,525,627	

BALBOA VILLAGE

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Sustains the existing types, mix, and densities of development, with a slight increase of office uses.	1,513	1,708	(\$93,184)	
BV 3	<u>Vision</u> A pedestrian-oriented retail district that supports visitors and prioritizes the development of water-oriented uses <u>Strategy</u> ■ Retains the existing types and densities of uses, as prescribed by the existing General Plan	1,481	1,677	(\$80,433)	
BV 4	<u>Vision</u> Enhance the role and viability of Balboa Village as a pedestrian-oriented center for the Peninsula that serves both visitors and residents, as well as provides new housing opportunities <u>Strategy</u> ■ Provides for the reuse of commercial properties for mixed use buildings that integrate housing above ground level commercial uses	1,714	1,932	(\$189,445)	
BV 5	<u>Vision</u> Reinvigorate Balboa Village as an activity center for both residents and visitors <u>Strategy</u> ■ Provides for the reuse of commercial properties for mixed use buildings, as BV 4, and commits a portion of these for expanded overnight lodging	1,691	1,856	\$1,868,324	

BALBOA PENINSULA

LIDO VILLAGE (North of Via Lido)

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Maintains the existing type, mix, and density of development.	459	579	\$(27,862)	
LVN 1	<u>Strategy</u> ■ Provides for the development of buildings that integrate housing above ground level retail, with a percentage of these used for small scale bed and breakfast and boutique hotels	707	874	\$1,368,586	
LVN 2	<u>Strategy</u> ■ Develop additional retail and overnight accommodation (<i>no housing</i>)	699	867	\$1,344,576	
LVN 3	<u>Strategy</u> ■ Develop mixed uses (<i>retail and housing</i>), comparable to LVN 1, without visitor accommodations	600	761	\$95,856	

LIDO VILLAGE (South of Via Lido)

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Maintains existing uses with minimal office expansion (22,000 square feet).	455	558	\$(27,862)	
LVS 1	<u>Strategy</u> ■ Provides for limited expansion of retail commercial uses west of Via Oporto and reuse of commercial properties to the east for low-rise (<i>2- to 3-story</i>) townhomes and condominiums	525	642	\$20,321	
LVS 2	<u>Strategy</u> ■ Provides for limited expansion of retail commercial uses west of Via Oporto and reuse of commercial properties to the east for mixed-use buildings that integrate housing above ground level retail uses	567	711	\$78,308	

BALBOA PENINSULA (continued)

CANNERY VILLAGE WEST (Albertsons Site)

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> <ul style="list-style-type: none"> ■ No change from existing commercial and surrounding residential uses. ■ Provides for minimal expansion of existing uses (less than 4,000 square feet, or about the size of a restaurant). 	264	334	(\$32,153)	
CVW 1	<u>Strategy</u> <ul style="list-style-type: none"> ■ Provides for the re-development of the property for mixed-use buildings, with housing located above ground level retail uses. Approximately 190 housing units in addition to the current General Plan (<i>a 200% increase</i>) and 20,000 square feet of additional retail (<i>28% increase</i>) would be accommodated 	363	444	\$45,519	

CANNERY VILLAGE EAST

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> <ul style="list-style-type: none"> ■ Existing retail and office uses would not change, while industrial uses would be replaced. ■ Provides for minimal expansion of existing retail and office uses (approximately 15,000 square feet, or the size of 3 restaurants). 	764	950	(\$32,153)	
CVE 1	<u>Strategy</u> <ul style="list-style-type: none"> ■ Provides for the reuse of commercial, office, and industrial properties for mixed-use buildings that integrate housing above ground level retail uses 	830	1,061	\$66,861	
CVE 2	<u>Strategy</u> <ul style="list-style-type: none"> ■ Provides for the reuse of commercial, office, and industrial properties inward from Newport Boulevard for moderate-density (<i>2- to 3-story</i>) townhomes and condominiums 	231	280	(\$82,669)	

BALBOA PENINSULA (continued)

MCFADDEN SQUARE (East of Newport Boulevard)

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Maintains existing commercial and office development, with limited expansion of adjoining residential neighborhoods (southeast of 31 st Street).	305	366	\$25,104	
MSE 1	<u>Strategy</u> ■ Allows the reuse of properties occupied by commercial and industrial uses for mixed-use buildings that integrate housing above ground level office uses, or live/work, with limited overnight accommodations (<i>bed and breakfast, small-scale boutique hotel</i>)	529	601	\$483,564	

MCFADDEN SQUARE (West of Newport Boulevard)

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Maintains existing commercial development.	305	366	\$25,104	
MSW 1	<u>Strategy</u> ■ Allows the reuse of properties occupied by commercial for mixed-use buildings that integrate housing above ground level retail uses, with overnight accommodations (<i>bed and breakfast, small scale boutique hotel</i>)	529	601	\$483,564	

BANNING RANCH

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ A broad mix of land uses including a variety of housing types and densities, parkland, school, and office, industrial, and commercial.	2,163	2,057	\$27,147	■ Loss of open space and habitat.
BR 1	<u>Vision</u> Preserve Banning Ranch as an open space amenity for the City and region <u>Strategy</u> ■ Retain the property as open space through acquisition by a public or private organization, with limited development of an active park, trails, school, and habitat restoration	13	12	(\$3,124), excluding cost of land acquisition	■ Provides for restoration of wetlands and other significant habitat.
BR 2	<u>Vision</u> A compact residential neighborhood that provides a diversity of housing with supporting retail, schools, and parks, and preserves habitat and open spaces <u>Strategies</u> ■ Comparable to the Taylor Woodrow proposal, provides for a mix of housing types (1,765 units), integrated into a neighborhood with local-serving commercial and service center, a small hotel (75 rooms), parks, and school ■ Configuration and densities would promote walkability ■ Approximately, 35% of the site would be preserved as open space with habitat restoration, which would be supported by funds from the development of housing and commercial uses	1,621	1,560	\$702,731	■ Loss of open space and partial habitat. ■ Significance of habitat loss dependent on development location. ■ Restores wetlands and other significant habitat.

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
BR 3	<p><u>Vision</u> A distinct residential neighborhood, with fewer units than BR 2, and the preservation of additional open space</p> <p><u>Strategies</u></p> <ul style="list-style-type: none"> ■ Provides for development of approximately 890 housing units, supporting commercial uses, a hotel, park, and school on approximately half of the land area of the BR 2 option ■ Preserves approximately, 75% of the site as open space, requiring supporting funding for land reclamation and wetlands restoration 	884	828	\$591,375	<ul style="list-style-type: none"> ■ Loss of open space and habitat. ■ Scale of habitat loss dependent on development location. ■ Restores wetlands and other significant habitat.
BR 4	<p><u>Vision</u> A resort hotel and ancillary uses that reflect their unique location near the Santa Ana River and coast and takes advantage of its on-site resources and surrounding open spaces</p> <p><u>Strategies</u></p> <ul style="list-style-type: none"> ■ Provides for the development of a 250+ room hotel with supporting retail, restaurant, and limited housing ■ Preserves approximately, 80% of the site as open space, requiring supporting funding for land reclamation and wetlands restoration 	302	328	\$1,697,321	<ul style="list-style-type: none"> ■ Loss of open space and habitat. ■ Scale of habitat loss dependent on development location. ■ Restores wetlands and other significant habitat.

CORONA DEL MAR

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> <ul style="list-style-type: none"> Allows for modest expansion of retail commercial and office use (32% for retail, or about the size of 2 grocery stores, and 74% for office, about the size of 1 two story office building). 	4,075	4,500	\$129,552	
CDM 1	<u>Vision</u> Maintain the Coast Highway corridor's local-serving and village character with mixed-use development at key intersections and streetscape improvements that enhance the pedestrian environment <u>Strategies</u> <ul style="list-style-type: none"> Provides for the development of low-rise (3-story) mixed-use structures that integrate housing above ground floor pedestrian-oriented retail uses, clustered in proximity of the Marguerite and Poppy intersections Re-use residential properties directly abutting retail, commercial, and office uses for parking 	4,070	4,468	\$152,388	
CDM 2	<u>Vision</u> Enhance the corridor's local-serving and pedestrian character by concentrating commercial and office uses at key intersections and providing opportunities for housing on underperforming retail properties in intervening blocks <u>Strategy</u> <ul style="list-style-type: none"> Provides for the reuse of selected retail commercial and office parcels for low rise (2- to 3-story) condominiums or townhomes and minor intensification at key intersections 	2,205	4,058	\$151,051	

MARINERS MILE

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Provides for the expansion of retail commercial (23%), office (73%), and a small number of hotel rooms.	4,122	4,594	\$103,921	
MM 1	<u>Vision</u> A series of distinct land use districts that serve coastal recreational visitors and the local community, including opportunities for new housing <u>Strategies</u> ■ Provides for the development of housing adjacent to commercial uses on portions of the waterfront properties, and mixed use buildings that integrate housing with ground level retail on inland properties between Irvine and Riverside Avenues, with limited expanded retail and marine-oriented and educational uses on remaining properties ■ Mixed uses developed on properties inward of Coast Highway would be oriented to support bluff-top residential neighborhoods and be enhanced with streetscape and other pedestrian-oriented amenities	4,720	5,304	\$305,988	
MM 2	<u>Vision</u> A corridor containing coastal-dependent and harbor related uses along the waterfront and a mix of highway, community, visitor-serving commercial uses, and housing on interior parcels <u>Strategy</u> ■ Provides for the development of the same mix and density of development as MM 1, while requiring that a minimum of 40% of the properties on the waterfront be used for marine-related purposes (<i>consistent with existing City policies</i>)	4,720	5,304	\$339,666	

NEWPORT CENTER/FASHION ISLAND

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Provides capacity for approximately 380,500 square feet of additional retail, 44,000 square feet of office, and 111 hotel rooms.	9,129	10,178	\$864,583	
NC 1	<u>Vision</u> Maintain Newport Center/Fashion Island as the economic and commercial center of Newport Beach and the sub-region, with expanded opportunities for residents to live in proximity to their jobs, commerce, and entertainment and pedestrian improvements that improve the access and linkage among individual parcels and subdistricts <u>Strategy</u> ■ Provides for a limited increase of retail and office capacity above the existing General Plan (6% and 12% respectively), with expanded overnight accommodations (46% increase, or 480 rooms) and housing (1,100 units)	11,098	12,289	\$3,931,206	
NC 2	<u>Vision</u> Reinforce Newport Center as the primary office center of the subregion <u>Strategy</u> ■ Provides for a reduced increase in retail development (220,000 square feet, or 8% below the current General Plan), with substantial increase in office uses (927,000 square feet, or 24% above the current General Plan), with only slight increases in hotel rooms (111, same as current General Plan) and housing units (150)	9,929	10,839	\$428,956	
NC 3	<u>Vision</u> Expand opportunities for residents to live in proximity to their jobs, commerce, and entertainment, while sustaining retail and office development allowed by existing General Plan <u>Strategy</u> ■ Provides for the development of an additional 1,226 housing units (185% increase above existing use) and retail, office, and hotel development consistent with the current General Plan	9,789	10,818	\$927,679	

OLD NEWPORT BOULEVARD

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u><i>Existing General Plan</i></u> ■ Provides for limited expansion of retail (approximately the size of 3 restaurants) and office (approximately the size of 1 2-story building), with infill of adjoining residential neighborhoods consistent with current zoning.	808	830	\$74,836	
ONB 1	<u><i>Vision</i></u> A distinct district that supports Hoag Hospital, is integrated with residential neighborhoods to the east, and has a strong pedestrian character <u><i>Strategy</i></u> ■ Provides for the development of medical office and supporting retail uses on the west side of the street, with mixed use buildings that integrate housing above ground level retail on the east side serving as a transition to adjoining residential neighborhoods	1,337	1,471	\$99,132	
ONB 2	<u><i>Vision</i></u> A mixed-use district that provides opportunities for additional housing integrated with office and retail uses, locating residents in proximity to Hoag Hospital, jobs, and retail services <u><i>Strategy</i></u> ■ Provides for the development of mixed use buildings that integrate housing above ground level retail on the west side of the street and low-rise townhomes and condominiums on its east side as a transition to adjoining residential neighborhoods	978	1,045	\$161,152	
ONB 3	<u><i>Vision</i></u> A mixed-use corridor that provides for the concentration of housing in proximity to jobs and services, including commitments for work-force and affordable units <u><i>Strategy</i></u> ■ Provides for the development of mixed use buildings that integrate housing above ground level retail on the west side of the street and restricted affordable units, such as seniors units, on its east side	1,024	1,089	\$18,206	

WEST NEWPORT HIGHWAY

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Provides for the retention of existing uses with a small increase (15,000 square feet) of retail uses.	743	759	\$7,634	
West Entry (north side of Coast Highway at Santa Ana River)					
WNH 1	<u>Vision</u> An attractive entry portal to the City that provides new housing opportunities <u>Strategy</u> ■ Redevelop the mobile home park for multi-family residential, possibly targeted for special-needs residents	946	972	(\$669)	
WNH 2	<u>Vision</u> An attractive entry portal to the City that is linked and integrated with subregional open space and recreational systems <u>Strategy</u> ■ Redevelop the mobile home park as open space and parklands that are integrated with the Orange County River Park, with parking and other staging facilities	742	776	\$2,406	
WNH 3	<u>Vision</u> An entry portal to the City that provides parking in support of commercial uses on West Coast Highway <u>Strategy</u> ■ Redevelop the mobile home park as a parking lot that supports commercial uses located to the east and beach users	723	707	\$2,866	
Primary Corridor (north side of Coast Highway)					
WNH 5	<u>Vision</u> A cohesive corridor that provides additional housing opportunities and supporting commercial uses <u>Strategy</u> ■ Provides for the redevelopment of existing commercial and residential properties for mixed use buildings that integrate housing above ground level retail uses, which will incorporate adequate on-site parking	793	762	(\$503,762)	

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
WNH 6	<p><u>Vision</u> A cohesive residential corridor that provides additional housing opportunities with overnight accommodations to support coastal visitors</p> <p><u>Strategy</u></p> <ul style="list-style-type: none"> ■ Provides for the redevelopment of existing commercial and residential properties for townhomes and multi-family units, with some properties developed for hotels/motels serving coastal visitors 	752	785	\$1,262,151	
WNH 7	<p><u>Vision</u> An invigorated and economically viable commercial corridor achieved through the more efficient use of land</p> <p><u>Strategy</u></p> <ul style="list-style-type: none"> ■ Provides for the development of retail commercial, restaurant, and similar uses contingent on the assembly of sufficient lots to support viable uses with code-required parking 	733	716	(\$554,542)	
WNH 8	<p><u>Vision</u> A corridor containing distinct and cohesive nodes of retail, hotel, and residential uses</p> <p><u>Strategy</u></p> <ul style="list-style-type: none"> ■ Provides for the redevelopment of the corridor with clustered retail, hotel, and residential uses, with shared on-site parking facilities 	902	931	\$342,926	

WEST NEWPORT INDUSTRIAL

Alternative	Alternative Description	Traffic Impacts		Fiscal Impacts (Net revenue)	Environmental Impact Summary— if applicable
		AM Peak	PM Peak		
Ex GP	<u>Existing General Plan</u> ■ Provides for the expansion of hospital and medical supporting uses, 260% (260 beds) and 86% (388,150 square feet) respectively, and industrial uses by 76% (513,000 square feet).	5,620	5,206	(\$1,367,961)*	
WN 2	<u>Vision</u> A distinct and cohesive district that supports the presence of Hoag Hospital, expanding opportunities for the development of medical-related uses and providing new housing in proximity to jobs and services, in balance with industrial uses <u>Strategy</u> ■ Allows for the development of approximately 500,000 square feet of medical office and 170 housing units above the current General Plan by the redevelopment of underperforming commercial properties, while reducing industrial expansion below the current General Plan by about 300,000 square feet	6,518	6,238	(\$1,587,440)	
WN 3	<u>Vision</u> A mixed-use district primarily developed with medical-related uses and new housing opportunities <u>Strategy</u> ■ Provides for the development of medical office comparable to the current General Plan, while substantially reducing industrial capacity to accommodate an additional 700 housing units (<i>above existing, and 500 above current General Plan</i>)	5,530	5,146	(\$1,159,336)	

*Fiscal deficit results principally from the non-profit status of Hoag Hospital.